

The Watchman and Southron.

WEDNESDAY, FEB. 5, 1896.

REVIEW OF TRADE.

NEW YORK, Jan. 31.—Bradstreets to-morrow will say:

The features of the week are continued retarded demand for merchandise and checked industrial operations. Least satisfactory is the waiting attitude of some of the more important industries. Shoe factories at Philadelphia are shutting down or running on part time; cotton goods makers regard the outlook for their product unpromising; there is a reaction in the price of steel billets; among 50 pig iron furnaces in the Pittsburgh and Shenango districts, 14 are idle and the position of woolen goods manufacturers is showing the fact that foreign woolen goods are relatively most active.

An indication of the continued shrinkage in the volume of business in December and its extension into January is shown by prolonged decline in totals of weekly bank clearing, that for this week—\$891,000,000—being the smallest since the last week in November, and 5.5 per cent. smaller than one year ago. General trade at the close of January proves disappointing, particularly in central western, western and northwestern states, where the movement of merchandise from jobbers has been slow and unsatisfactory, it being only fair at a few points.

Relatively most of the favorable features of trade are found in the continued strength of prices of leading staples, the conservative attitude of wholesale dealers, and aside from the improvement in the outlook at Pittsburgh and Baltimore, the actual gain in demand for staples at Charleston, Atlanta, Chattanooga, Nashville and Memphis. The extraordinarily heavy movement of wheat and Indian corn from southern ports and the newly developed South African demand for flour on the Pacific coast remain features at Newport News, Galveston, New Orleans, Tacoma and Seattle.

The prospective success of the government bond issue, the absence of disturbances in the loan market and the decline of exchange below the gold shipping point, combined to create a bullish speculation in the New York market. The new government loan will, it is thought, be over subscribed, and intending bidders generally seem to have completed their arrangements. The disposition of Wall street professionals is to discount the resulting improvement and many manipulating cliques have advanced various stocks, finding buying support in spite of the hesitation of the general public. Only \$500,000 gold was shipped this week (to South America) and several millions are en route from London for use in the bond subscription.

Business failures throughout the United States this week as reported to Bradstreets, show another large increase, not only as compared with last week, but as contrasted with the total for the fourth week in January, 1895, and 1893. The total is 393; last week it was 341; last year 312; in 1894, 340; in 1893, 271, and in 1892 it was 279.

She Nearly Fainted.

A lady teacher in one of the public schools, in trying to explain the meaning of the word "slowly," illustrated it by walking across the floor. When she asked the class to tell how she walked she nearly fainted when a boy at the foot of the class shouted, "Bow-legged, 'ma'am!'"—Stratford (Iowa) Courier.

Kin to it.

"I was amused at a woman on a train coming into Washington from the south," said a gentleman. "It showed a novel phase of the new women question."

"At Goldsboro a man got on the train with a baby in his arms. A woman followed, but paid no attention to the man. The baby was evidently sick, and the father, a North Carolina mountaineer, paced up and down the car trying to quiet the child. Every lady on the car except the woman who got on the train at Goldsboro was interested. Considerable speculation was indulged in as to the father and child, the consensus of opinion being that he had just lost his wife and was taking the baby to his grandparents. After two or three hours the woman who boarded the train at the same time the man did spoke to him, and he then passed on fondling the baby."

"A benevolent looking old lady seated near the women, curious to know something about the matter, said:

"The child seems to be sick."

"I saw your speak to the father. Do you know him?"

"Orter; he's my husband."

"Do you mean to say that you are that child's mother and let the baby suffer that way?"

"He's jess as able to tote it as I be. He's jess as much kin to it as I be," and the woman turned unconcernedly to the window, while the man continued to walk and dandle the child."

—Washington Star.

For What He is Worth.

A traveler in Tennessee, upon noticing a large number of people following a wagon, rode up to an old fellow, who sat on the fence, and asked the cause of such a large procession.

"W'y, they air takin' Sam Bates out ter the graveyard."

"He must have been a very popular man."

"Wall, I should reckon he was."

"Held a high position, I suppose."

"Stood at the top."

"What was his business?"

"Chopped co'd wood fur a livin' I believe."

"What, do people in this section pay so much attention to wood-choppers?"

"Look yare, my friend, Sam was the handiest man with a fiddle there was in this neighborhood. He could jess naebully make a fiddle cluck like a hen."

I don't know how it is whar you came from; but in this here community we don't pay no attention ter whut a man does fur a livin'; but we measure him for whut he is wuth ter society."

An exchange says, "The South is really in the saddle."

Yes; and she is getting that mortgage off the mule, too.—Atlanta Constitution.

"THE CHARLESTON LINE."

South Carolina and Georgia Railroad.

PASSENGER DEPARTMENT.

Corrected to Nov. 10th, 1895.

(Daily.)		
Lv Charleston	7 20 a.m.	5 30 p.m.
Ar Summerville	7 55 a.m.	6 10 p.m.
" Pregelais	8 28 a.m.	6 50 p.m.
" Georges	8 40 a.m.	7 04 p.m.
" Branchville	9 12 a.m.	7 50 p.m.
" Rowesville	9 25 a.m.	8 07 p.m.
" Orangeburg	9 38 a.m.	8 24 p.m.
" St. Matthews	9 58 a.m.	8 48 p.m.
" Fort Motte	10 10 a.m.	9 03 p.m.
" Kingville	10 20 a.m.	9 20 p.m.
" Columbia	11 05 a.m.	10 10 p.m.
Lv Columbia	7 00 a.m.	4 00 p.m.
Ar Kingville	7 45 a.m.	4 44 p.m.
" Fort Motte	7 57 a.m.	4 55 p.m.
" St. Matthews	8 08 a.m.	5 09 p.m.
" Orangeburg	8 32 a.m.	5 27 p.m.
" Rowesville	8 48 a.m.	5 42 p.m.
" Branchville	9 05 a.m.	5 55 p.m.
" Georges	9 45 a.m.	6 37 p.m.
" Pregelais	9 58 a.m.	6 50 p.m.
" Summerville	10 32 a.m.	7 22 p.m.
" Charleston	11 10 a.m.	8 00 p.m.
Lv Charleston	7 20 a.m.	5 30 p.m.
Ar Branchville	9 25 a.m.	7 50 p.m.
" Bamberg	9 51 a.m.	8 19 p.m.
" Denmark	10 02 a.m.	8 31 p.m.
" Blackville	10 20 a.m.	9 50 p.m.
" Williston	10 37 a.m.	9 10 p.m.
" Aiken	11 19 a.m.	9 57 p.m.
Ar Augusta	12 01 p.m.	10 45 p.m.
Lv Augusta	6 25 a.m.	3 20 p.m.
Ar Aiken	7 14 a.m.	4 07 p.m.
" Williston	7 57 a.m.	4 44 p.m.
" Blackville	8 14 a.m.	5 03 p.m.
" Denmark	8 28 a.m.	5 17 p.m.
" Bamberg	8 41 a.m.	5 29 p.m.
" Branchville	9 20 a.m.	5 55 p.m.
Ar Charleston	11 10 a.m.	8 00 p.m.

Fast Express, Augusta and Washington, with Through Sleepers to New York.

Lv Augusta	2 25 p.m.
Ar Aiken	3 05 p.m.
" Denmark	4 12 p.m.
Lv Denmark	6 18 a.m.
Ar Aiken	7 19 a.m.
Ar Augusta	8 00 a.m.

Daily except Sunday.

Lv Camden	8 55 a.m.	2 25 p.m.
" Camden Junction	9 48 a.m.	3 55 p.m.
Ar Kingville	10 20 a.m.	4 35 p.m.
Lv Kingville	10 35 a.m.	6 00 a.m.
" Camden Junction	11 10 a.m.	6 40 a.m.
Ar Camden	12 05 p.m.	8 15 a.m.

E. S. BOWEN, L. A. EMERSON, Gen. Manager. Traffic Manager. General offices—Charleston S. C.

CO-PARTNERSHIP NOTICE.

THE UNDERSIGNED have this day formed a Co-partnership for the practice of law, under firm name of Wilson & Hurst. All business entrusted to them will receive prompt attention. Will practice in Sumter and adjoining counties.

H. FRANK WILSON, C. M. HURST, JR.

Jan. 9

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Until further notice, the Reading Room of the Y. M. C. A. will be open daily from 8.30 to 10 P. M.

Dailies, weeklies, monthlies, will be found there. Also, the Library from the S. L. I. has been removed to the rooms of the Y. M. C. A.

An earnest invitation is extended to all to visit the rooms and take advantage of the reading matter

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GERMAN KALI WORKS, 93 Nassau St., New York.

Atlantic Coast Line.

Manchester & Augusta Railroad.

CONDENSED SCHEDULE.

In effect November 17, 1895.

TRAINS GOING SOUTH.

No. 115	No. 51	No. 157
A. M.	A. M.	A. M.
Lv Bennettsville,		6 16
Lv Darlington,		7 25
Lv Elliott,		8 12
Ar Sumter,		8 55
Lv Sumter,	10 00	4 33
Ar Creston,	12 10	5 22
Ar Pregelais,	5 40	
Ar Orangeburg,		5 47
Ar Denmark,		6 20
	P. M.	A. M.

TRAINS GOING NORTH.

No. 156	No. 50	No. 116
P. M.	P. M.	A. M.
Lv Denmark,		4 17
Lv Orangeburg,		4 51
Lv Pregelais,		8 50
Ar Creston,		1 00
Ar Sumter,	6 25	6 05
Lv Sumter,		3 05
Ar Elliott,	7 08	
Ar Darlington,	7 55	
Ar Bennettsville,	8 54	
	P. M.	P. M.

*Daily. †Daily except Sunday. Trains 50 and 51 carry through Pullman Palace Buffet Sleeping Cars between New York and Atlanta via Augusta.

T. M. EMERSON, H. M. EMERSON, Traffic Manager. Asst. Gen. Pass. Agt.

J. R. KENLY, Gen'l Manager.

Atlantic Coast Line.

North-Eastern R. R. of S. C.

CONDENSED SCHEDULE.

TRAINS GOING SOUTH.		
Dated Nov. 17th, 1895.	No. 35	No. 23
	A. M.	P. M.
Lv Florence	3 24	7 45
" Kingstree	4 33	8 50
Ar Lanes	4 33	9 09
Ar Lanes	4 33	9 09
Ar Charl'tn	6 25	11 13
	A. M.	P. M.

TRAINS GOING NORTH.

No. 78	No. 32	No. 52	No. 60
A. M.	P. M.	A. M.	P. M.
Lv Charl'tn	4 12	4 25	7 00
Ar Lanes	6 30	6 10	8 35
Ar Lanes	6 30	6 10	5 30
" Kingstree	6 45		5 50
Ar Florence	7 55	7 20	7 00
	A. M.	P. M.	P. M.

*Daily. †Daily except Sunday. No. 52 runs through to Columbia via Central R. R. of S. C.

Trains Nos. 78 and 32 run via Wilson and Fayetteville—Short Line—and make close connection for all points North.

J. R. KENLY, JNO. F. DIVINE, Gen'l Manager, Gen'l Supt. T. M. EMERSON, Traffic Manager.

Atlantic Coast Line.

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD.

CONDENSED SCHEDULE.

TRAINS GOING SOUTH.

Dated Nov. 17, 1895.	No. 55	No. 51
	P. M.	A. M.
Leave Wilmington	3 30	
Leave Marion	6 29	
Arrive Florence	7 10	
	P. M.	A. M.

Leave Florence	7 45	3 29
Arrive Sumter	8 53	4 33
	P. M.	No. 52
Leave Sumter	8 53	4 48
Arrive Columbia	10 15	11 05

No. 52 runs through from Charleston via Central R. R., leaving Lanes 3 38 a. m., arriving 9 15 a. m.

TRAINS GOING NORTH.

	No. 54.	No. 53.
Leave Columbia	A. M. *5 20	P. M. *4 40

*Daily. †Daily except Sunday. No. 53 runs through to Charleston, S. C. via Central R. R., arriving Manning 6 35 a. m., Lanes 7 12 p. m., Charleston 8 52 p. m.

Trains on Wilmington & Conway R. R. leave Charleston 10 20 a. m., arrive at Conway 12 35 p. m., returning leave Conway at 2 30 p. m., arrive Charleston 5 00 p. m.

Leave Charleston 5 35 p. m., arrive at Hub at 6 20 p. m., returning leave Hub 8 15 a. m., arrive at Charleston 9 00 a. m. Daily except Sunday.

JOHN F. DIVINE, Gen'l Supt. J. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager.

Atlantic Coast Line.

PASSENGER DEPARTMENT.

WILMINGTON, N. C., Jan. 6, 1896.

Fast Line

BETWEEN

Charleston and Columbia and Upper South Carolina,

NORTH CAROLINA

AND

ATHENS AND ATLANTA.

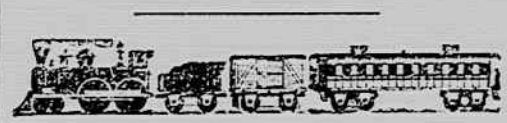
CONDENSED SCHEDULE.

WEST.	In effect January 6th, 1896.	EAST.
Daily	Daily	Daily
Train No.	STATIONS.	Train No.
52.		53.
7 00 a.m.	Lv Charleston	Ar 8 52 p.m.
8 35 a.m.	Lv Lanes	Ar 7 15 p.m.
9 48 a.m.	Lv Sumter	Ar 5 58 p.m.
11 05 a.m.	Lv Columbia	Ar 4 40 p.m.
12 17 p.m.	Lv Prosperity	Ar 3 16 p.m.
12 30 p.m.	Lv Newberry	Ar 3 02 p.m.
1 25 p.m.	Lv Clinton	Ar 2 25 p.m.
2 34 p.m.	Lv Greenwood	Ar 1 24 p.m.
3 00 p.m.	Lv Abbeville	Ar 12 50 p.m.
5 10 p.m.	Lv Athens	Ar 10 41 a.m.
7 45 p.m.	Lv Atlanta	Ar 8 15 a.m.
6 05 p.m.	Lv Winnsboro	Ar 10 56 a.m.
8 20 p.m.	Lv Charlotte	Ar 8 50 a.m.
3 45 p.m.	Lv Anderson	Ar 11 00 a.m.
4 21 p.m.	Lv Greenville	Ar 10 38 a.m.
2 40 p.m.	Lv Spartanburg	Ar 11 45 a.m.
5 36 p.m.	Lv Hendersonville	Ar 9 16 a.m.
6 45 p.m.	Lv Asheville	Ar 8 20 a.m.

Nos. 52 and 53 Solid trains between Charleston and Columbia, S. C., and carry through coach between Charleston and Atlanta.

H. M. EMERSON, Asst. Gen'l Passenger Agent. J. R. KENLY, T. M. EMERSON, Gen'l Manager. Traffic Manager.

Wilson and Summerton R. R.



In effect September 16th, 1895.

TRAINS GOING NORTH.

	No. 72.*
Leave Wilsons Mill,	9 10 a m
“ Davis,	9 45 a m
“ Summerton,	10 10 a m
“ St. Paul,	11 10 a m
“ Silver,	11 45 a m
“ Packville,	12 05 p m
“ Tindal,	12 25 p m
Ar. Sumter,	12 50 p m

TRAINS GOING SOUTH.

	No. 73.*
Leave Sumter,	1 30 p m
“ Tindal,	1 55 p m
“ Packsville,	2 25 p m
“ Silver,	2 55 p m
“ St. Paul,	4 00 p m
“ Summerton,	4 35 p m
“ Davis,	5 20 p m
Ar. Wilson Mill,	6 20 p m

*Daily except Sunday. THOMAS WILSON, President.

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Feb. 28.

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